

**Coordinator-General**  
**Targeted Noise Monitoring Program – Airport Link Project**  
**Noise from night time surface work not captured by ‘special circumstances’**

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## **Background**

The Queensland Ombudsman, in *The Airport Link Project Report - An investigation into complaints about night-time surface work, June 2011*, recommended that:

*‘Within four weeks of the date of publication of this report, the CG in conjunction with DIP and DERM, develop and publish on DIP’s website a statement about the roles and responsibilities of the CG, DIP, DERM and CNI about noise monitoring from night-time surface work, including proactive monitoring proposed to be undertaken, who is to do which monitoring, and the methodology of that monitoring’.*

In his response to the Ombudsman’s recommendations of 22 July 2011, the Coordinator-General (CG) committed to documenting and publishing the ongoing coordinated targeted noise monitoring program for the Airport Link Project.

## **Scope of the Targeted Monitoring Program**

The scope of the targeted noise monitoring program is limited to night time surface work that is not captured by the ‘special circumstances’ provision of Appendix 1, Schedule 3, condition 7(b) of the *Coordinator-General’s Change Report on the Airport Link Project, July 2008* (the Change Report).

## **Roles and responsibilities of the parties – Targeted Noise Monitoring Program**

Appendix 1, Schedule 4 of the Change Report specifies that the CG has jurisdiction for condition 7. Therefore, the CG retains responsibility for the implementation of the targeted noise monitoring program.

The Department of Environment and Resource Management (DERM) is identified as a consultative body for condition 7 at Schedule 4 of the Change Report. DERM will provide assistance and advice to implement elements of the targeted noise monitoring program, inclusive of utilising, where necessary, the statutory tools available in the *Environmental Protection Act 1994* (EP Act) to seek detailed information about night time surface work.

City North Infrastructure Pty Ltd (CNI) provides management services, on behalf of the State in relation to the agreement (the Project Deed) between the State and BrisConnections for the delivery of the Airport Link, Northern Busway (Windsor to Kedron) and Airport Roundabout Upgrade projects. In managing the Project Deed, CNI conducts high level monitoring of the Airport Link Project’s compliance with the conditions imposed by the CG.

The CG may seek CNI’s assistance to implement elements of the targeted noise monitoring program, particularly where elements of managing the Project Deed coincide with the information gathering, analysis, or monitoring activities of that program.

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**Targeted Noise Monitoring Program – Elements**

*Noise mitigation/management/monitoring – procedures and competency review*

CG will arrange a review of Airport Link contractors’ monitoring equipment and personnel undertaking noise monitoring for the purposes of demonstrating appropriate standards of monitoring and meeting the requirements of the construction environmental management plan.

CG arranges ‘side-by-side’ reviews of Airport Link contractors’ noise monitoring.

*Information gathering*

DERM is to periodically issue a notice under section 451 of the EP Act seeking information about any night time surface work proposed for the remainder of the construction phase of the Airport Link Project.

*Information assessment*

DERM will refer this information to the CG to evaluate what Airport Link night time surface works proposed may not constitute ‘special circumstances’ work. In conducting the evaluation, the CG may seek the assistance of DERM and CNI.

Where the CG identifies that proposed Airport Link night-time surface works may not constitute ‘special circumstances’ work, DERM will issue a further notice under section 451 of the EP Act seeking information about potential noise to be generated by these works, mitigation, management and monitoring measures to be applied, and any reasons why amelioration measures cannot reasonably or practically be taken.

*Risk based assessment*

Based on this information, the CG will conduct a risk based assessment of those activities. The Coordinator-General may seek the assistance of DERM and CNI to conduct this assessment.

The purpose of the risk based assessment is to determine which of those future night time surface works that do not constitute ‘special circumstances’ works warrant further examination for the purpose of targeted noise monitoring.

This assessment will consider matters such as the nature of the activity, its coincidence with recognised community or cultural activities, the proposed timing and duration of those activities, the location of sensitive receptors and mitigation/management measures to be applied to the noise generating activities.

*Suite of targeted noise monitoring activities*

For those future night time surface works that the CG has identified as requiring further examination for the purpose of targeted noise monitoring, the following suite of monitoring activities that may be progressively applied to these activities include:

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- CG-arranged review to ensure that Airport Link contractor’s plans for noise mitigation, management and monitoring are in place.
- CG-arranged in-house review of relevant Airport Link contractors noise monitoring management data conducted during night time surface work activities;
- Subject to the outcomes of the above reviews or subject to the CG reaching a view on there needing to be an independent oversight of noise generated by a specific night time activity, the CG is to coordinate the gathering of additional noise monitoring data, of a standard sufficient for enforcement purposes, should that be necessary.

In arranging these reviews, the CG may seek the assistance of DERM and CNI.

Should the CG progress to the stage of coordinating the gathering of independent noise monitoring data, this will require the agreement of private property owners to access the internal areas of a dwelling.

In the event that private property owners are unwilling to provide internal access at night, the CG may be unable to coordinate the gathering of independent noise monitoring data of a standard sufficient for some enforcement purposes.